

## CLAIMS

1. A torque controlled brake arranged between a drive shaft and a driven shaft, said brake comprising

- a brake disc/clutch disc arrangement arranged between the drive shaft and the driven shaft and comprising a first disc that is axially movingly but non-rotatably arranged on the driven shaft and a second disc that is axially movingly arranged between the first disc and the drive shaft,

- a first set of friction surface means arranged between the first disc and the second disc,

- a second set of friction surface means arranged between the second disc and a body of the brake,

- a spring arrangement arranged to axially press the discs and the friction surface means co-operating therewith against each other in order to achieve a braking engagement, and

- cam means arranged between the drive shaft and the brake disc/clutch disc arrangement, said means comprising a first cam part that is non-rotatably fastened to the drive shaft and a second cam part that is non-rotatably arranged on the second disc, the cam means causing by the impact of torque and rotation of the drive shaft and the possible countertorque of the driven shaft the relative axial position between the discs and the friction surface means to change in order to detach at least partly the braking engagement against the force caused by the spring arrangement,

wherein

- the second disc is axially movingly arranged in relation to the second cam part, and that

- a third set of friction surface means is arranged between the second cam part and the first disc in order to move the torque from the drive shaft to the driven shaft.

2. A brake as claimed in claim 1, wherein the third set of friction surface means is arranged on the second cam part.

3. A brake as claimed in claim 1, wherein the second disc and the third set of friction surface means are arranged on the second cam part by means of a separate coupling wheel.

4. A brake as claimed in claim 1, wherein the third set of friction surface means is mounted on the first disc.

5. A brake as claimed in claim 1, wherein the body of the brake comprises two parts, which are axially adjustable in relation to one another, whereby the position or point of action of the second set of friction surface means can be adjusted and restricted by means of the second body part.

6. A brake as claimed in claim 5, wherein threads are arranged between the body parts.

7. A brake as claimed in claim 1, wherein the spring arrangement comprises a first spring array pressing the first disc towards the second cam part and a second spring array pressing the first cam part towards the second cam part, and that the spring force of the first spring array is considerably greater than the spring force of the second spring array.

8. A brake as claimed in claim 1, wherein the cross section of both cam parts is circular and comprises circumferentially orientated preferably kidney-shaped grooves, the grooves being provided with a deep spot in the middle and low spots at the ends, and that the cam parts are connected to one another through the opposed grooves and a ball placed between each opposed pair of grooves.

9. A brake as claimed in claim 1, wherein the brake is arranged in an electric motor driven chain hoist, whereby the shaft of a rotor of an electric motor and extension associated therewith form the drive shaft and the second cam part, the brake disc/clutch disc arrangement, the driven shaft of the hoisting apparatus as well as the hoisting apparatus itself are arranged between the electric motor and the first cam part on a drive shaft in such a manner that the second cam part with the components fastened thereto may rotate and move axially therein and the driven shaft of the hoisting apparatus may rotate therein.

10. A brake as claimed in claim 1, wherein the brake is preferably arranged in a manually operated chain hoist, in which case the brake is placed between a hand-operated hoist or the like and the hoisting apparatus.